





MOBILE RIVER BRIDGE AND BAYWAY

Industry Forum
August 16, 2022

AGENDA

9:30-10:30

Presentation

- Project Overview
- Environmental
- Roadway and Interchanges
- Bridges
- Geotechnical
- Utilities and Right-of-Way
- Drainage
- Signage
- Intelligent Transportation Systems (ITS)
- Maintenance of Traffic (MOT)
- Interchange Modification Report (IMR)
- Procurement Process (2 Projects)

10:30-11:15

Open / Networking

11:15-12:00

Lunch (on your own)

12:00-5:00

Industry / ALDOT 1:1 Meetings

PROJECT TEAM

Owner's Project Manager



Owner's Design Review



Legal Advisors



Tolling and Revenue Advisor



Financial Advisors



Environmental Advisors



PROJECT OVERVIEW



ALDOT PROJECT OBJECTIVES

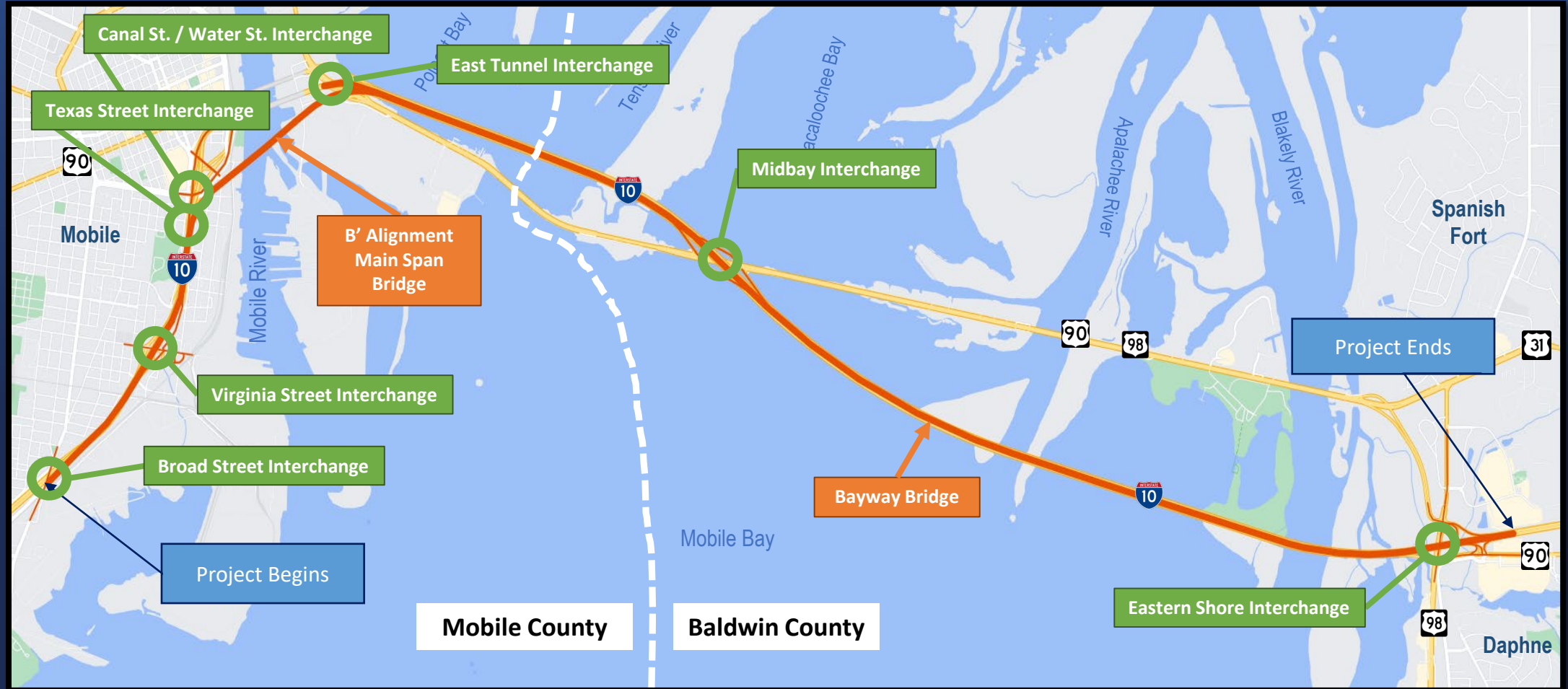
- Accelerate the Mobile River Bridge and Bayway Project delivery and satisfy the purpose and need identified in the environmental documentation
- Implement the project via Progressive Design-Build procurements and achieve Guaranteed Maximum Price (GMP) for Project 1 by December 2023 and GMP for project 2 by April 2024
- Leverage private sector knowledge and facilitate innovation to construct the Project within ALDOT's budget and timeframe

PURPOSE OF THE PROJECT

- Increase the capacity of Interstate 10 (I-10) to meet existing and predicted future traffic volumes
- Provide a direct route for vehicles transporting hazardous materials and minimize impacts to Mobile's maritime industry
- Improve geometrics, enhance access to major industrial and freight destinations in the Mobile area and facilitate economic growth



PROJECT LIMITS

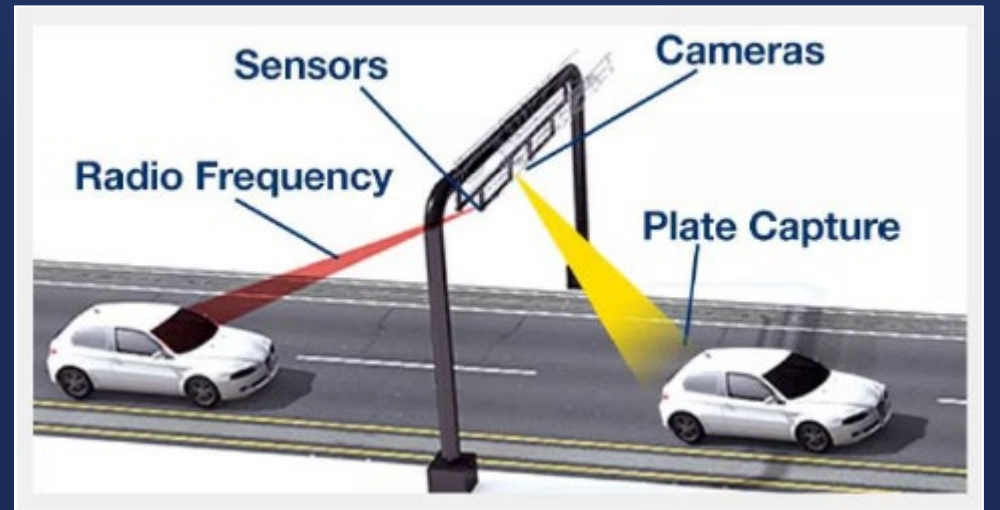


HISTORIC TIMELINE

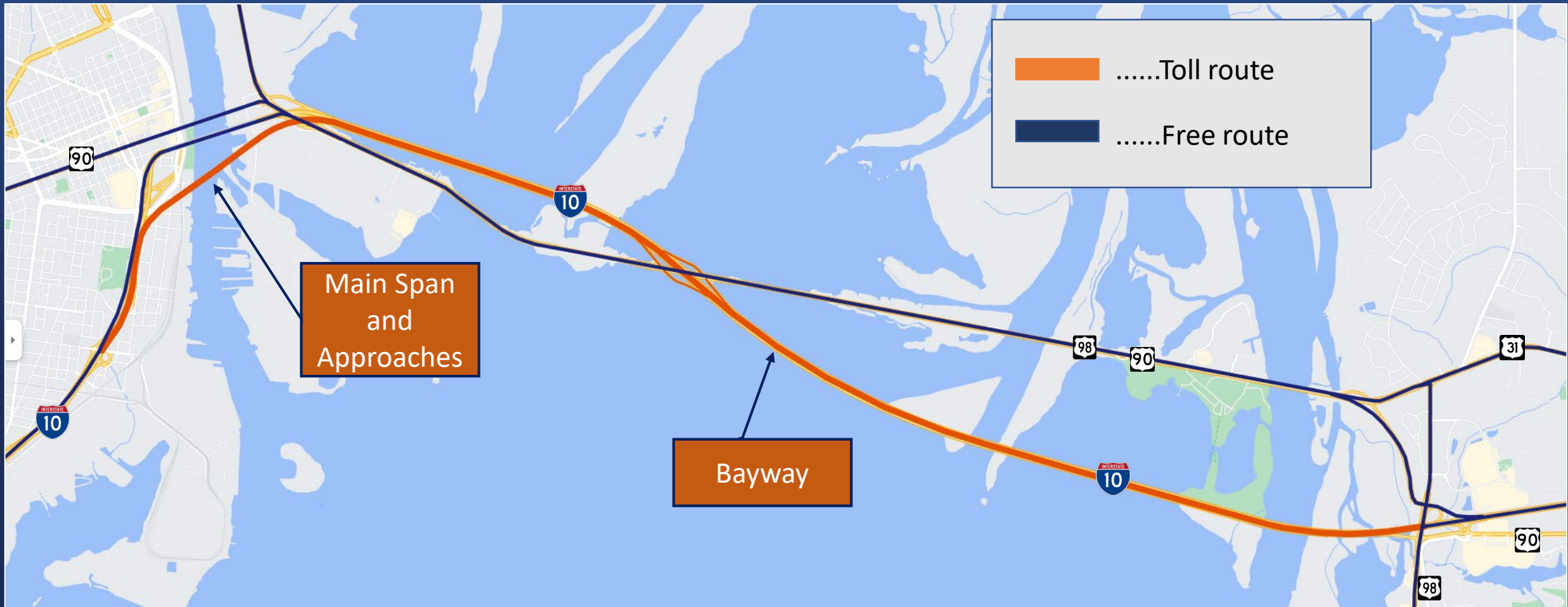


ALL ELECTRONIC TOLLING

- Project will use toll revenue to pay back loans and bonds for the construction of the Project
- ALDOT is considering procuring a tolling consultant separately for planning and design of tolling infrastructure and operations of the facility
- Construction of some or all of the tolling infrastructure will be included as part of the progressive design-build contracts



TOLL ROUTE MAP



ENVIRONMENTAL



ENVIRONMENTAL STATUS

- SDEIS: March 26, 2019
- Combined FEIS/ROD: August 15, 2019
- ALDOT will re-evaluate the FEIS/ROD to study and document changes to the Project such as lower toll rates, Wallace Tunnel being a free route, and using progressive design-build procurements
 - Estimated to be complete summer 2023
 - Public meetings will be held prior to approval

FHWA-AL-EIS-19-01-F

PROJECT NO. DPI-0030(005)
I-10 MOBILE RIVER BRIDGE AND BAYWAY
MOBILE AND BALDWIN COUNTIES, ALABAMA

FINAL ENVIRONMENTAL IMPACT STATEMENT

U.S. Department of Transportation
Federal Highway Administration
and
Alabama Department of Transportation

In cooperation with the
U.S. Army Corps of Engineers, Mobile District
U.S. Coast Guard, Eighth District

08/15/19
Date

Mark D. Bartlett
For FHWA

The following persons may be contacted for additional information:

Mr. Mark D. Bartlett, P.E. Division Administrator Federal Highway Administration 9500 Wynlakes Place Montgomery, Alabama 36117 (334) 274-6350	Mr. John R. Cooper Transportation Director Alabama Department of Transportation 1409 Coliseum Boulevard Montgomery, Alabama 36110 (334) 242-6311
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ENVIRONMENTAL - ARCHAEOLOGY

- The final phase of Archaeology (Phase III) is currently underway.
- All right-of-way for the project is being cleared.
- Completion anticipated by March 2023



ENVIRONMENTAL COMMITMENTS

Roadway and Bridge Lighting

Cultural Resources and Vibrations

Aesthetics and Landscaping

Stormwater / Environmental Stewardship

Bicycle and Pedestrian Accommodations

USFWS Incidental Take Permit Requirements

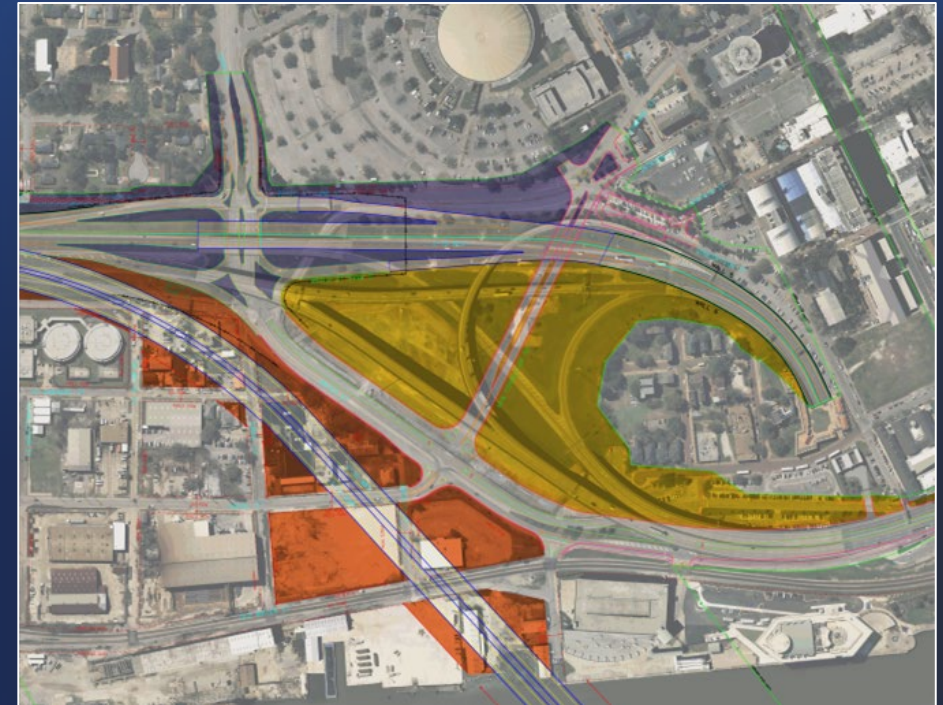
Wetland/SAV Mitigation Requirements

Bayway Construction Methodology

AESTHETICS

“Create a new visual appearance for the area...opportunities to enhance visual effects and improve aesthetics.”

- Aesthetic guidelines have been established with the Aesthetics Steering Committee (ASC)
- Landscape areas have been defined within guidelines
- Incorporation of aesthetic features, in cooperation with ALDOT and the ASC, will be part of the PDB development prior to GMP.



ENVIRONMENTAL PERMITS

Permit	Agency(ies) Involved	Status	Notes
Bridge Permits	U.S. Coast Guard (USCG), 8 th District	<ul style="list-style-type: none"> - USCG is Cooperating Agency on EIS - Coordination with USCG conducted regarding required horizontal & vertical clearances was conducted as part of EIS process - Permits to be obtained by DB Contractors prior to construction 	<ul style="list-style-type: none"> - FEIS/ROD will satisfy NEPA requirements for permits - Permits required for crossings of: Mobile River, Tensaw River, Apalachee River, and Blakeley River - Will also include navigational lighting requirements
Section 401/404/Section 10 Joint Application and Notification (Individual Permit)	U.S. Army Corps of Engineers (USACE), Mobile District, and Alabama Department of Environmental Management (ADEM) <i>* Also includes coordination with NOAA-NMFS, ADCNR, and USFWS</i>	<ul style="list-style-type: none"> - USACE is a Cooperating Agency on EIS - Coordination with USACE, NOAA, USFWS, USEPA, ADCNR, & ADEM has occurred - Draft Mitigation Plan defining mitigation ratios, type of mitigation, location of mitigation site, & monitoring plan is included in Combined FEIS/ROD - USACE's Operations Division to perform Section 408 Review concurrently with joint permit application - Permit to be obtained by DB Contractors prior to construction 	<ul style="list-style-type: none"> - FEIS/ROD will satisfy NEPA requirements for permit - Final Mitigation Plan to be prepared by Owner's Rep team during design process and provided to developer for implementation. - Will also address atypical BMPs needed for coastal zone considerations
Incidental Take Permit, Section 7 Endangered Species Act	U.S. Fish & Wildlife Service (USFWS)	<ul style="list-style-type: none"> - Permit received, included in Appendix A of DEIS - Covers Alabama Red-Bellied Turtles, Gulf Sturgeon, & Manatees 	<ul style="list-style-type: none"> - Defines commitments during construction to avoid/minimize/mitigate impacts on protected species
FAA Form 7460-1 and Form 7460-2	Federal Aviation Administration (FAA)	<ul style="list-style-type: none"> - Draft permits applications submitted during EIS process - Form 7460-1 to be prepared and submitted during design - Form 7460-2 to be obtained prior to construction - Permits to be obtained by DB Contractors 	<ul style="list-style-type: none"> - Required for construction of permanent structures and for use of cranes during construction - Coordination on beacon/lighting requirements will be required at time of permitting
National Pollutant Discharge Elimination System (NPDES) Construction General Permit	Alabama Department of Environmental Management (ADEM)	<ul style="list-style-type: none"> - NPDES Permit to be obtained by DB Contractors prior to construction - Best Management Practices (BMPs) and monitoring plan to be developed to obtain permit - Will require special provisions for priority construction site that crosses impaired waterbodies listed pursuant to Section 303(d) of the Clean Water Act 	<ul style="list-style-type: none"> - BMPs to comply with ALDOT's environmental commitments related to stormwater that are included in the FEIS/ROD

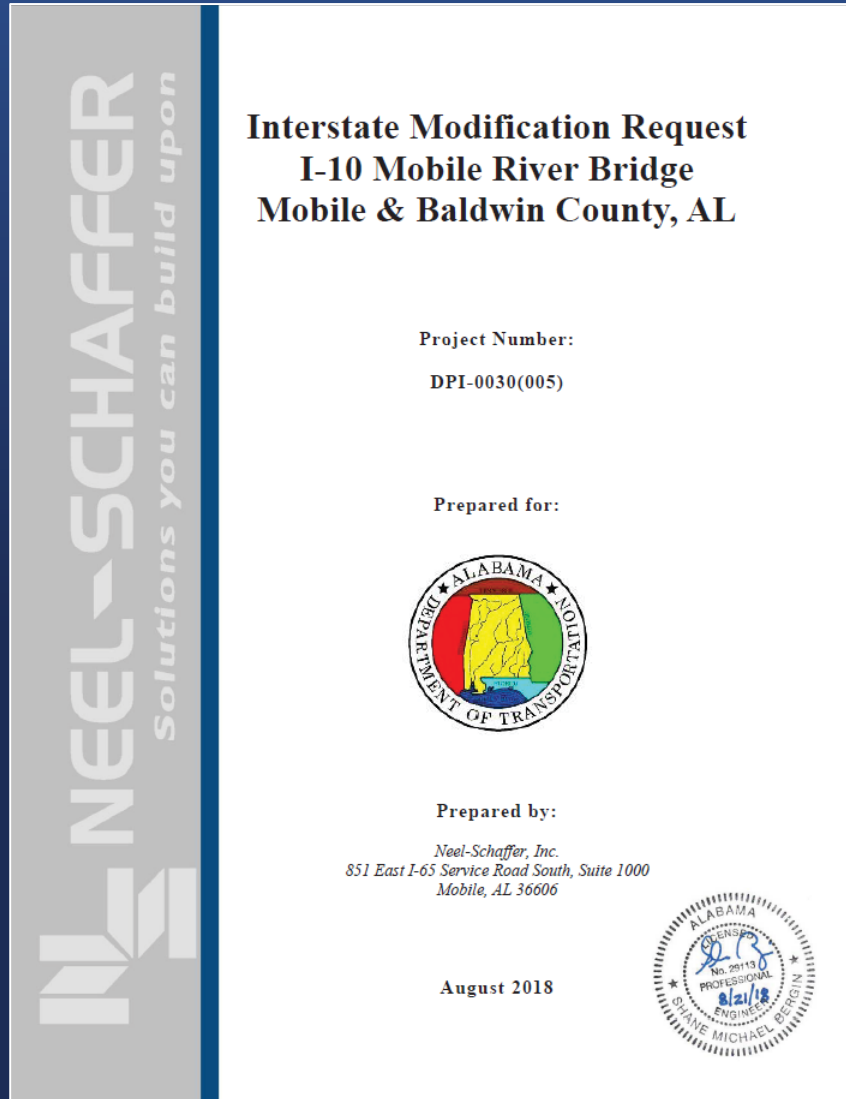


ROADWAY AND INTERCHANGES

ROADWAY DESIGN CRITERIA

Organization	Name
AASHTO	A Policy on Geometric Design of Highways and Streets (“AASHTO Green Book”)
AASHTO	Roadside Design Guide
AASHTO	A Policy on Design Standards Interstate Systems
FHWA	Diverging Diamond Interchange Information Guide
US Access Board	Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way
ALDOT	Access Management Manual
ALDOT	Guidelines for Operations (GFO) 3-10, 3-16, 3-40, 3-42, 3-50, 3-63, 3-75, and 3-76
ALDOT	US Customary Design Detail Library and Special Project Details
NCHRP	National Cooperative Highway Research Program (NCHRP) Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features
AASHTO	Manual for Assessing Safety Hardware (MASH)

INTERCHANGE MODIFICATION REPORT (IMR)

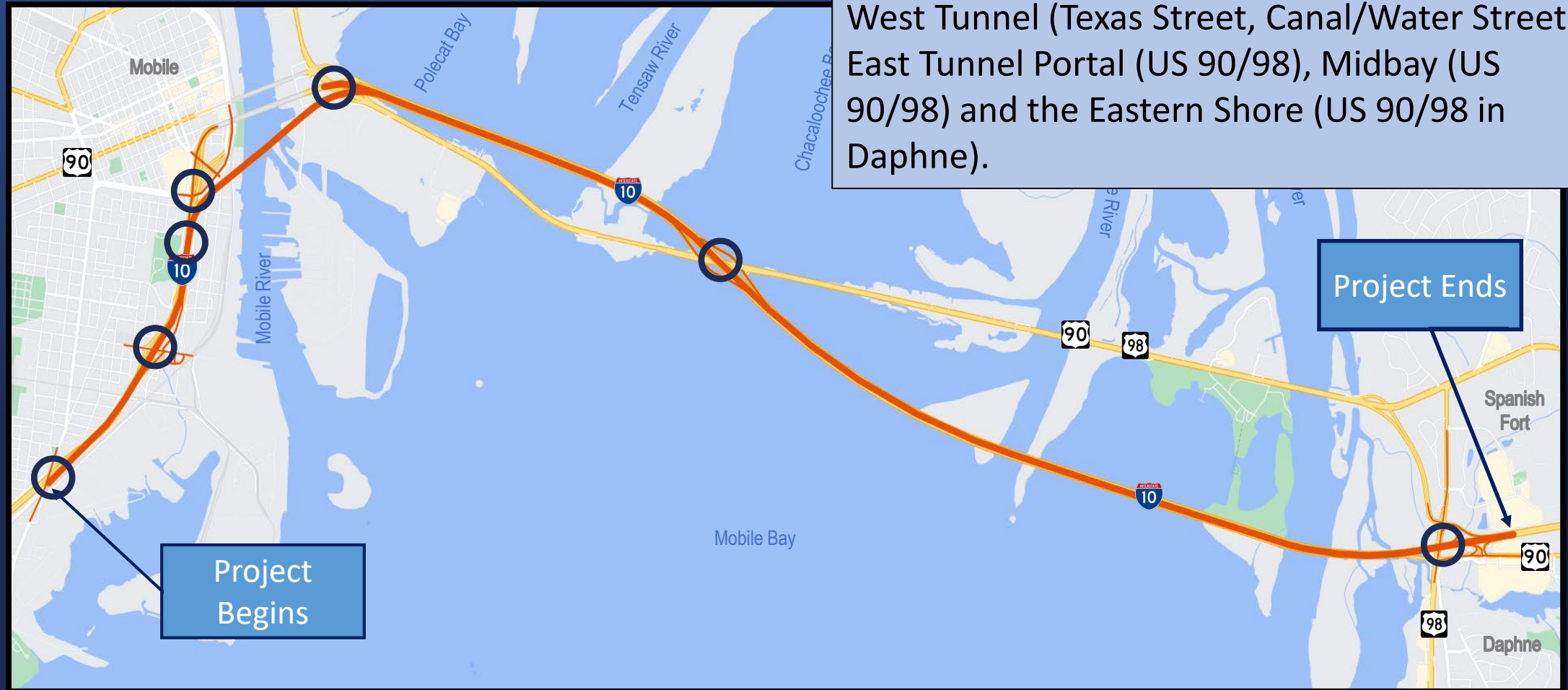


- Includes Preliminary Signing Plan
- Will be updated to include changes in toll routes/rates and PDB designs

INTERCHANGES

Interchanges:

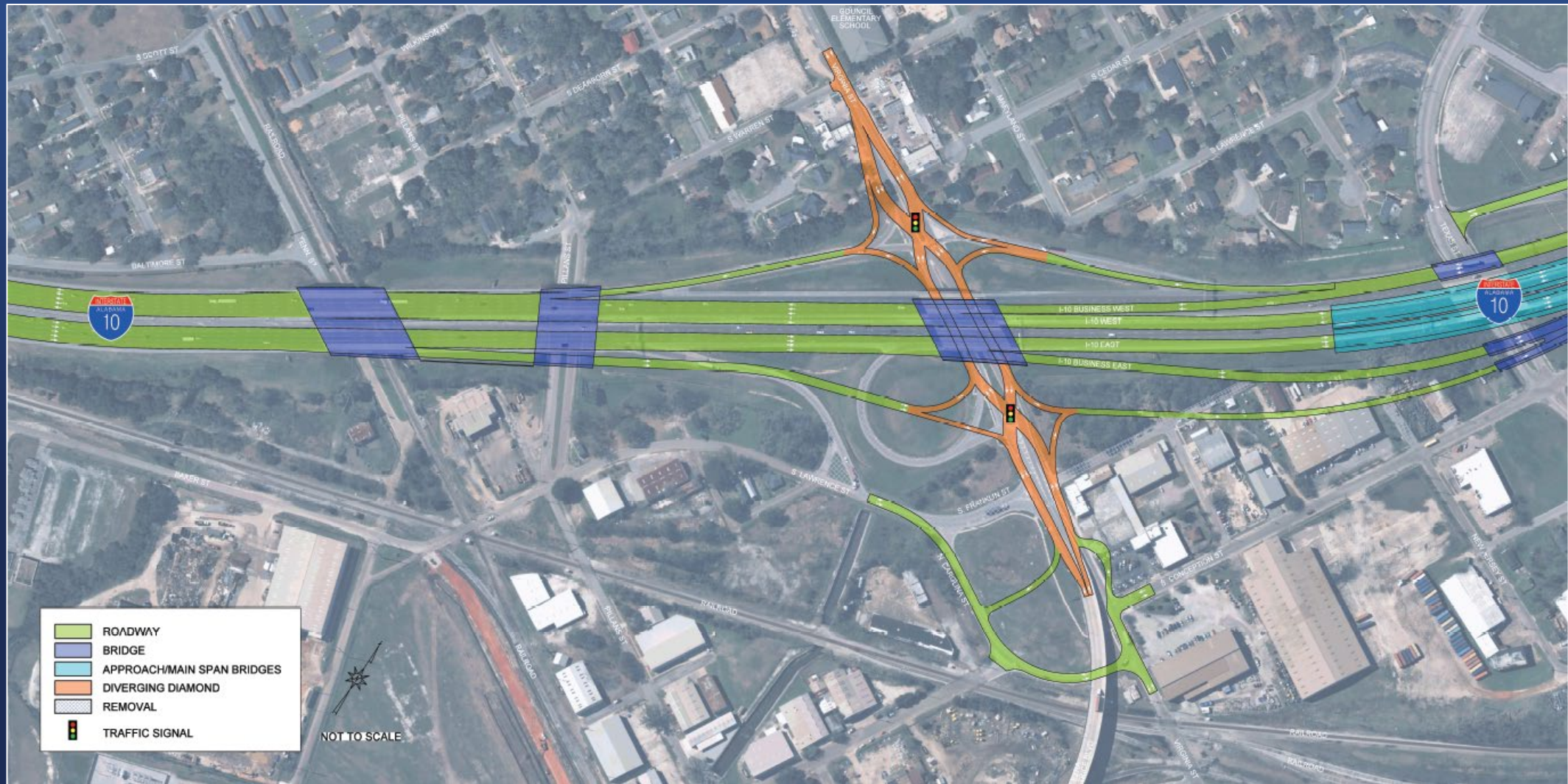
Seven interchanges along I-10 will be reconstructed – Broad Street, Virginia Street, West Tunnel (Texas Street, Canal/Water Streets), East Tunnel Portal (US 90/98), Midbay (US 90/98) and the Eastern Shore (US 90/98 in Daphne).



BROAD STREET INTERCHANGE



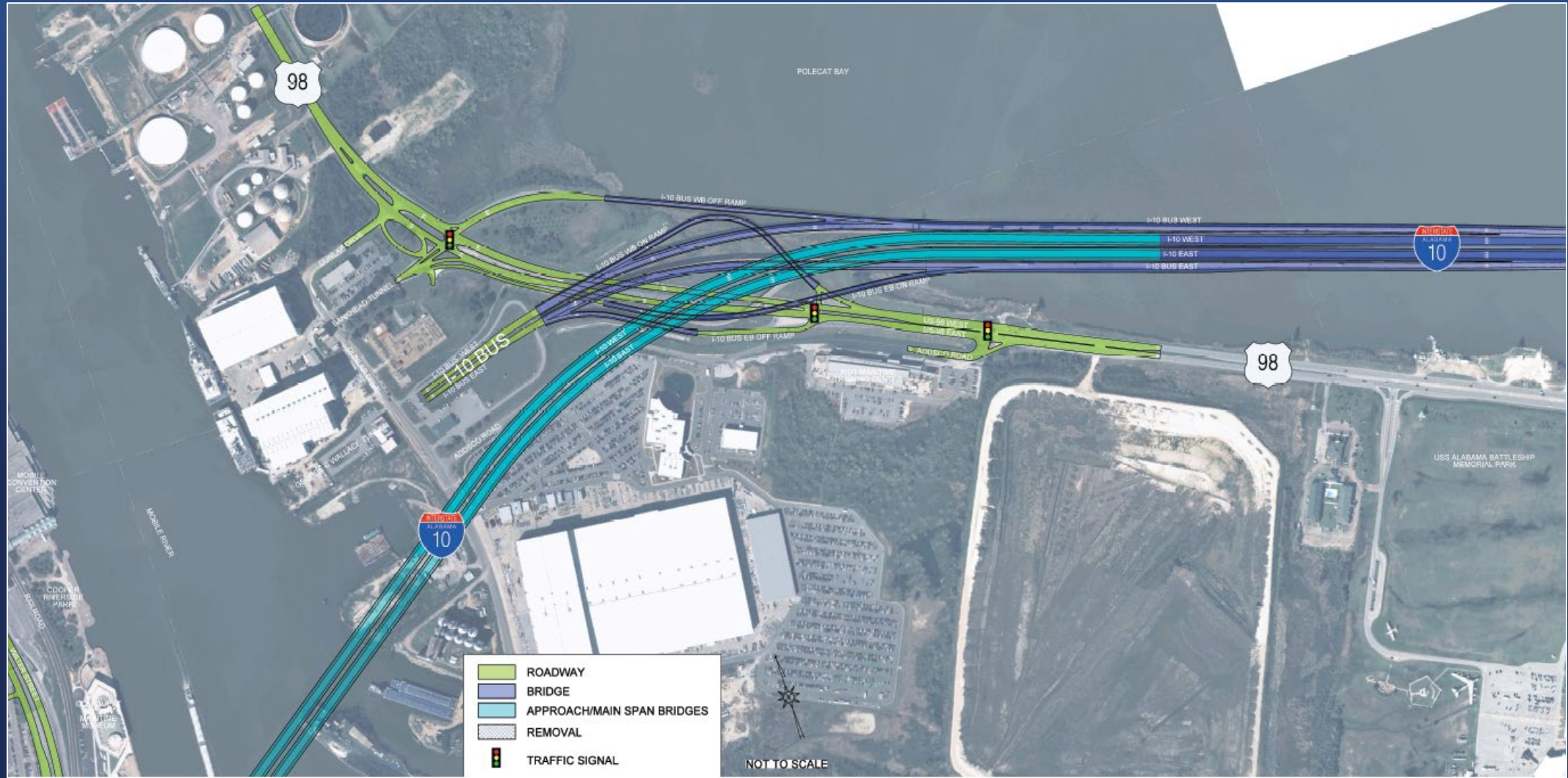
VIRGINIA STREET INTERCHANGE



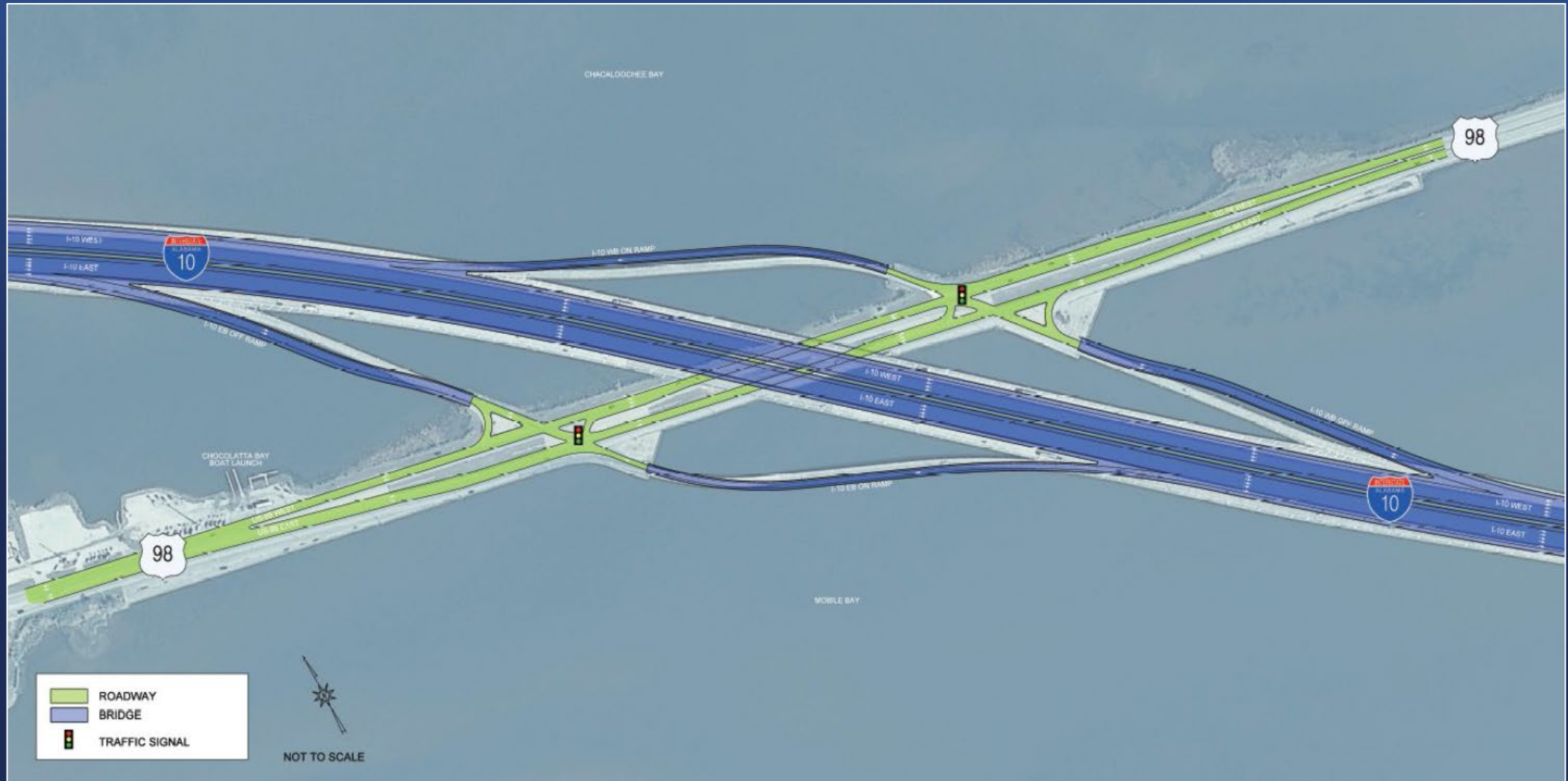
WEST TUNNEL INTERCHANGE



EAST TUNNEL INTERCHANGE



MIDBAY INTERCHANGE



MAINTENANCE OF TRAFFIC (MOT)

- Coordination will be required between Main Span and Bayway projects
- Interstate and Wallace Tunnel closure restrictions
- Additional coordination with Cruise Terminal, Austal, and Mobile County Jail.



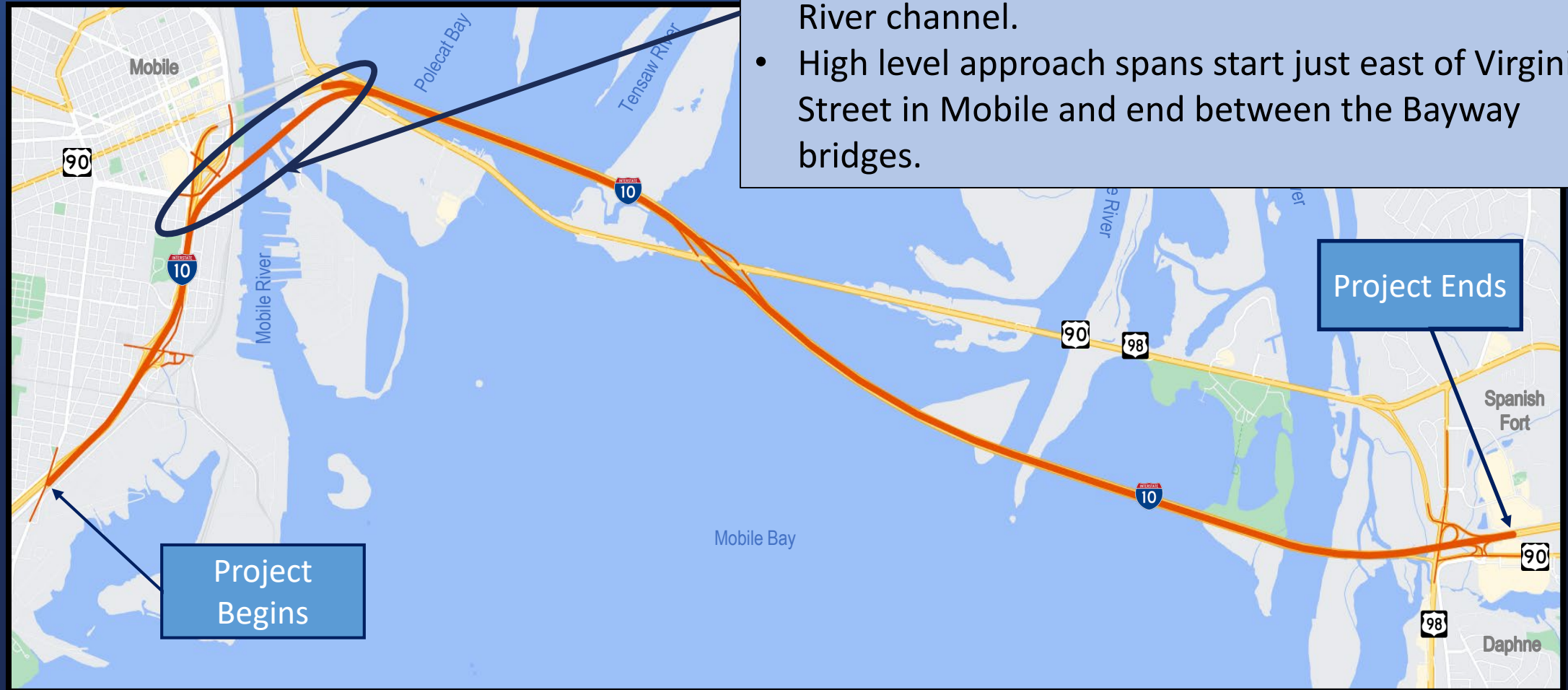


MAJOR BRIDGES

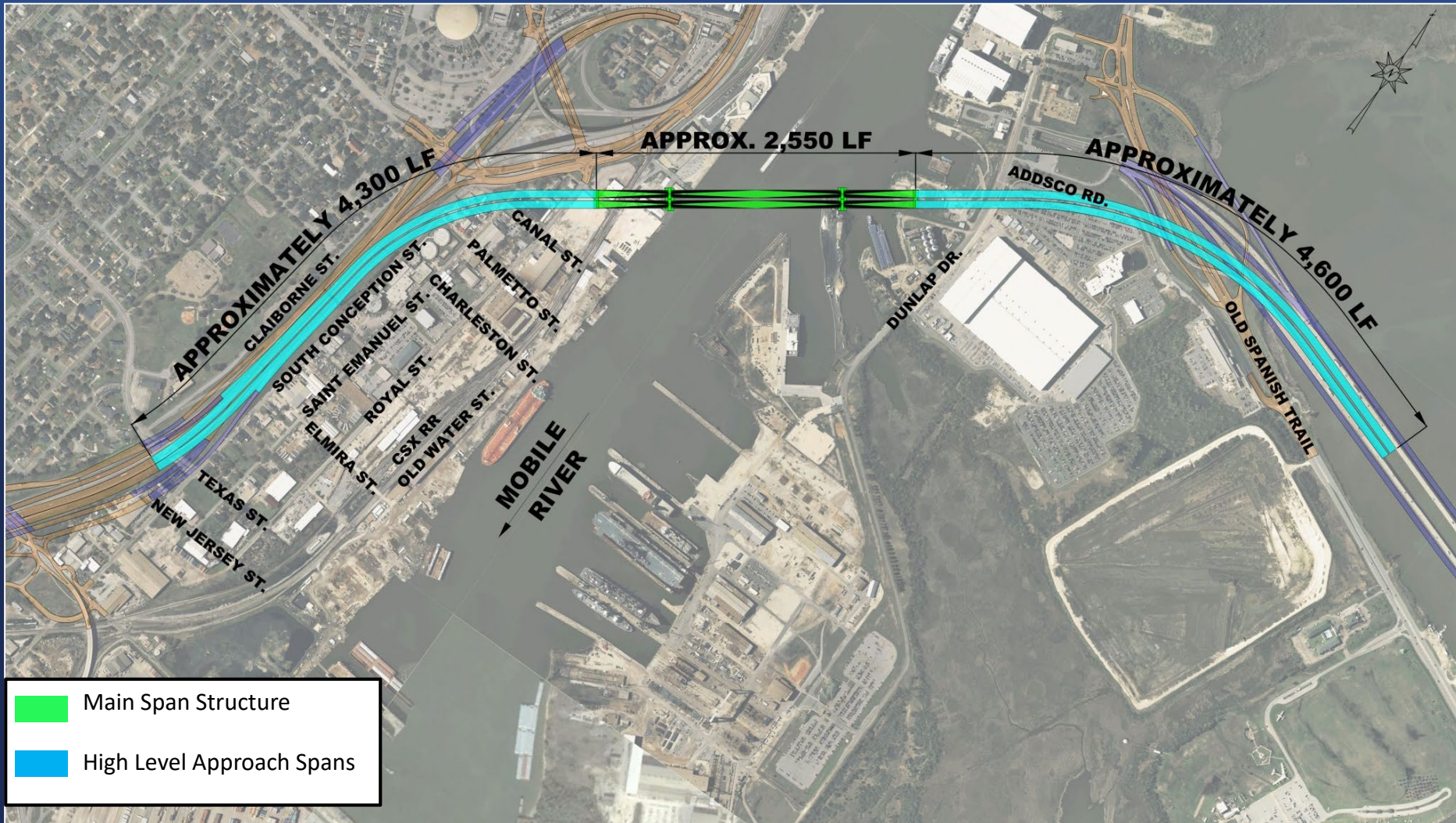
MAIN SPAN BRIDGE

Mobile River Bridge:

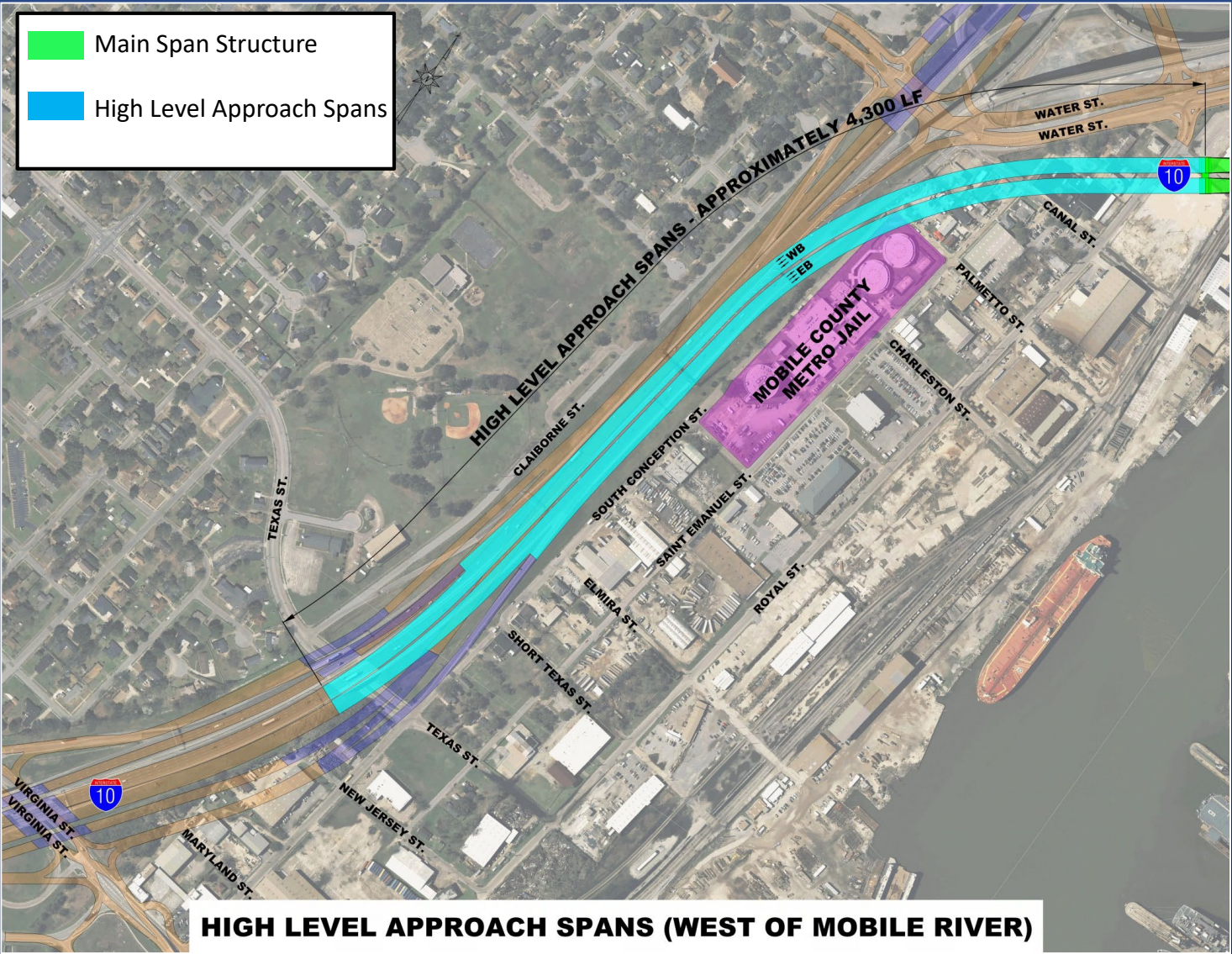
- New six-lane, cable-stayed bridge with a minimum 215 feet of air draft clearance across the Mobile River channel.
- High level approach spans start just east of Virginia Street in Mobile and end between the Bayway bridges.



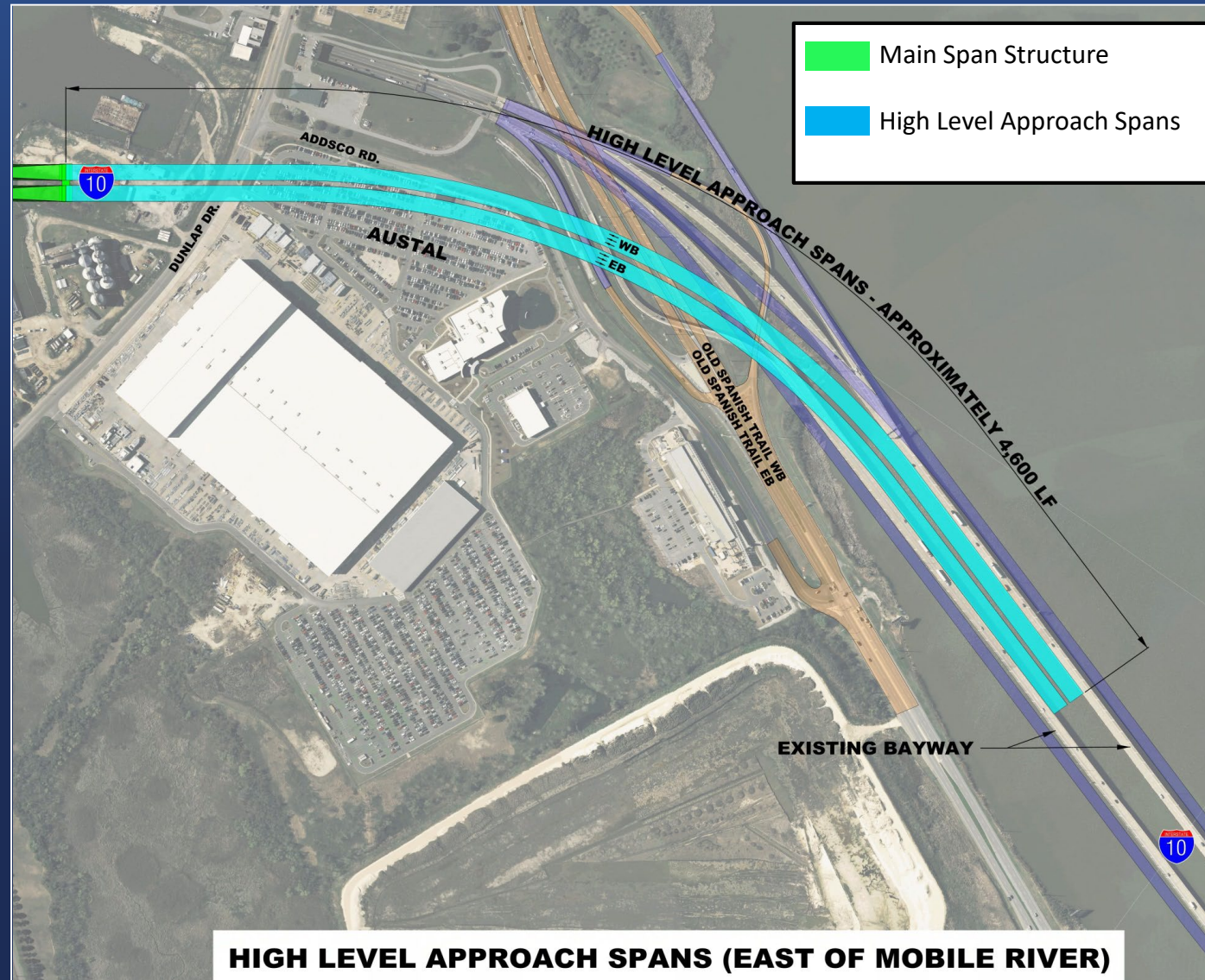
HIGH LEVEL APPROACHES AND MAIN SPAN



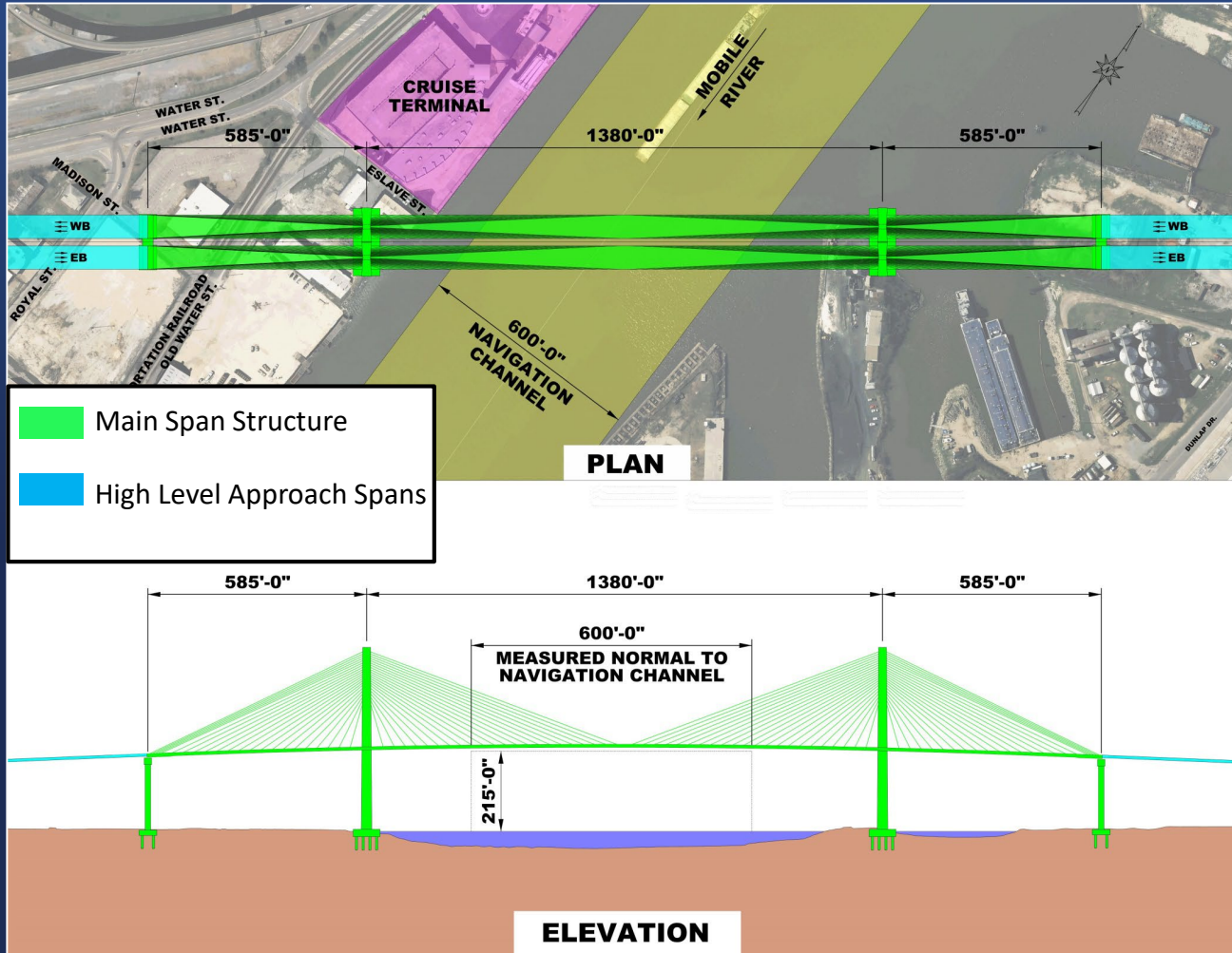
WEST SIDE HIGH LEVEL APPROACH



EAST SIDE HIGH LEVEL APPROACH



MAIN SPAN – PROPOSED STRUCTURE



Design Requirements

- Structure type
 - Cross-section options
 - Span length
 - Vertical clearance
 - Horizontal clearance
-
- Port, USACE, US Coast Guard and FAA Coordination
 - US Coast Guard authorization required for any work occurring in the river

MAIN SPAN DESIGN CRITERIA

- Minimum 100-year service life
- 215' Vertical Clearance over Channel
- Bridge security
- Scour
- Maintenance and inspection
- Stay cable system
- Wind loads
- Vessel collision



BAYWAY

Bayway:

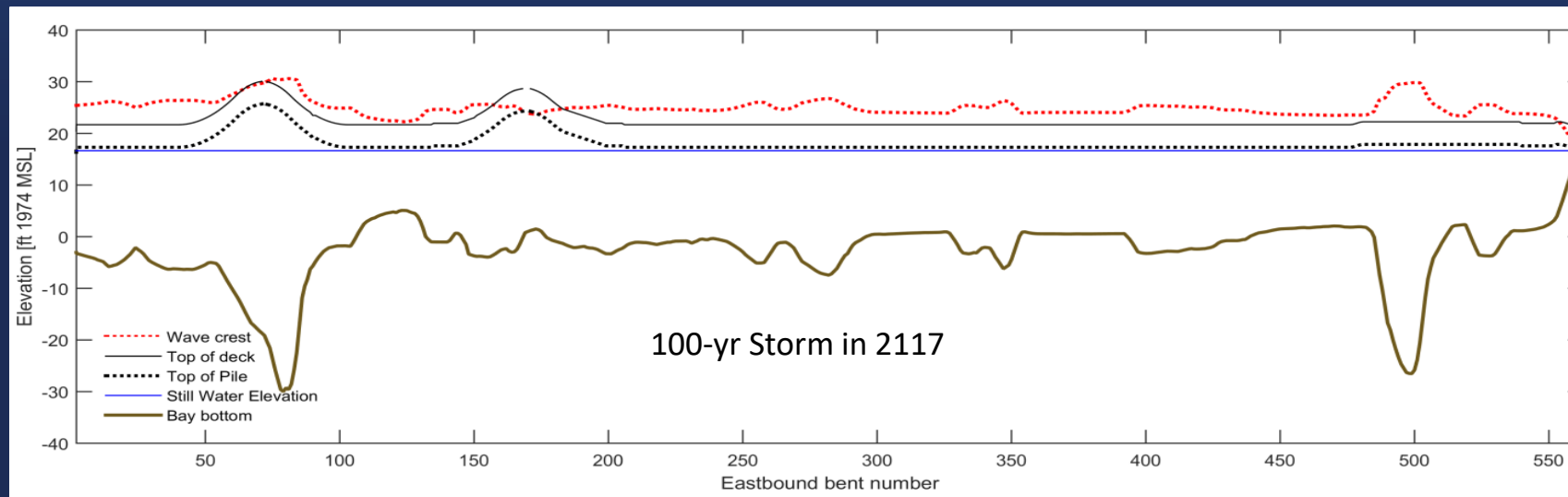
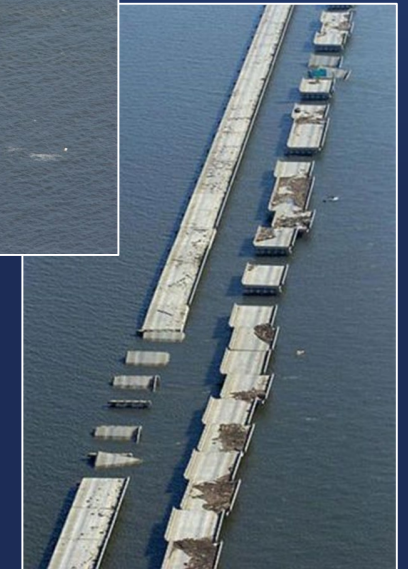
- Replace the existing four-lane I-10 Bayway bridges across the Mobile Bay with higher bridges with additional capacity built to current safety and design standards.
- Will run over 7 miles from the Wallace Tunnels to the US 90/98 Eastern Shore interchange in Daphne.



STORM SURGE

Level 3 Storm Surge Study

- Wave Impacts
- Sea Level Rise
- Used to set elevation above 100-yr storm surge wave height for the Bayway



GEOTECHNICAL



GEOTECH INFORMATION GATHERED

Bayway

- Borings along the Bayway (spaced approximately 300 feet).
- Depths ranged from 120 ft. to 250 ft.

Main Span Unit

- Borings drilled at each of the proposed main tower locations
- Depths up to 320 ft.

High Level Approaches

- Two (2) high level approach borings were drilled on the west side
- Borings were drilled up to 280-300 ft. below ground surface.

GEOTECH INFORMATION GATHERED CONT.

72 Standard Penetration Test (SPT)

- Borings landside along the project alignment for additional information along the preliminary layout (High Level Approaches)

Cone Penetrometer Testing (CPT)

- Approximately 20 soundings

Load Test Program

- Across Bayway and Main Tower
- Rapid Load Testing, Static and Dynamic Load Testing

UTILITIES AND RIGHT-OF-WAY

UTILITIES OVERVIEW

Existing Utility Network

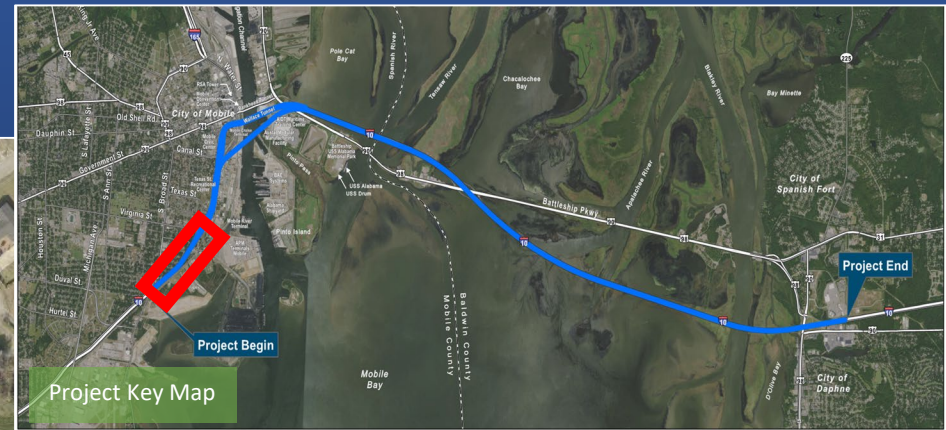
- AT&T - Alabama
- AT&T Legacy (Long Distance)
- Alabama Power Company - Distribution
- Alabama Power Company - Transmission
- Uniti Fiber (Formerly Southern Light, LLC)
- Comcast Cable
- Mobile Gas Service Corporation
- Mobile Area Water and Sewer System (MAWSS)
- CenturyLink/Qwest/Madison River Communications
- Level 3
- Utilities Board of the City of Foley d/b/a Riviera Utilities (Power)
- MCI/Verizon
- EarthLink

SUE Investigation

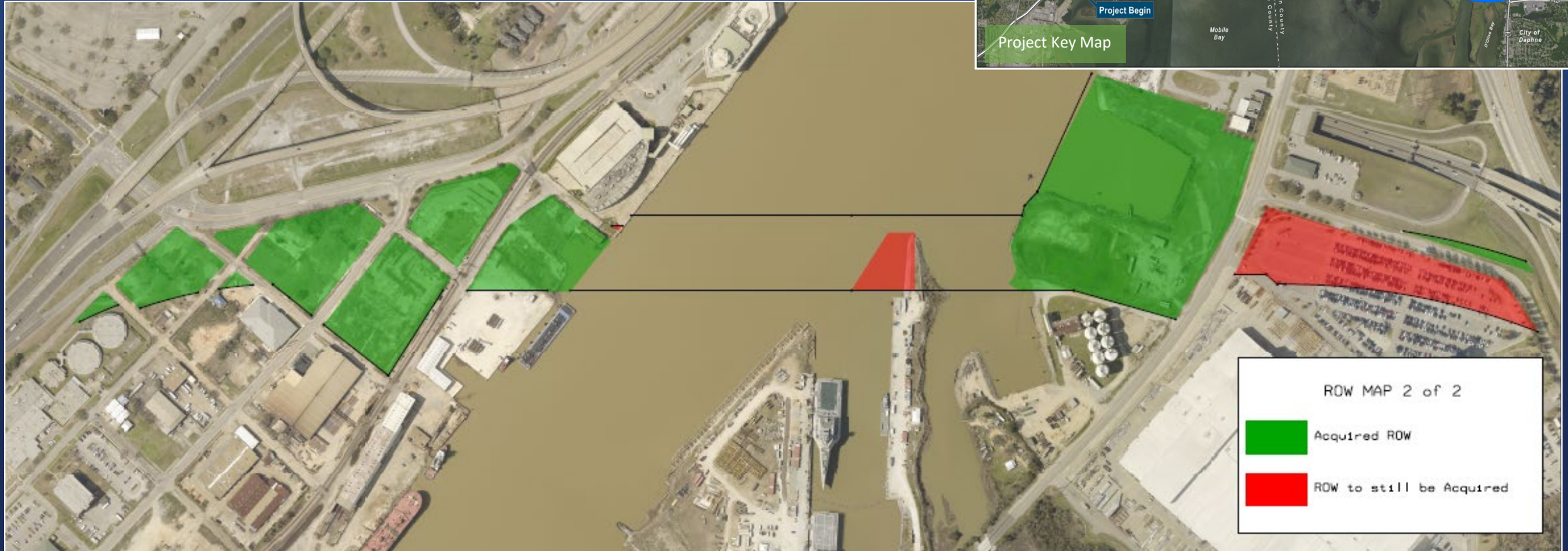
- Drainage Corridors along Canal and Elmira Street
- Madison Ave for HLA pier placement
- US-90/98 at Midbay Interchange



RIGHT-OF-WAY



RIGHT-OF-WAY



DRAINAGE



STORMWATER / DRAINAGE

Design Manuals

- Approved ALDOT Hydraulic Manual
- FHWA Hydraulic Circulars
- AASHTO Guidelines
- City / Local Guidelines (including MS4)

Risk Assessment / Risk Analysis

- Federal Aid Policy Guide, 23 CFR 650A
- FEMA Floodplain

Erosion Control / Sediment Prevention

- ADEM regulations
- City of Mobile MS4
- City of Daphne MS4
- City of Spanish Fort MS4



DRAINAGE CONSIDERATIONS

- Water Quality Setting and Section 303(d) status
- NCHRP Stormwater Research
 - NCHRP Report 778: Bridge Stormwater Runoff Analysis and Treatment Options
- Best Management Practices (BMPs)
 - Bridge sweeping
 - Porous Friction Course (PFC) and/or Open Graded Friction Course (OGFC)
 - Vegetative Filter Strips
 - Spill Containment Plan

SIGNAGE AND ITS



SIGNAGE

Interstate way-finding

- MUTCD
- ALDOT Standard and Special Drawings, current non-metric edition

USS Alabama Battleship Park

- Preliminary signage plan

Tolling related signage

- Dynamic message signs
- Tolloed route signage



ITS

Non-Tolling Components

- Fiber Optic Cable and Connections
- CCTV
- Dynamic Message Signs
- Road Weather Information Systems
- Traffic Counters

Tolling Components

- construction and installation





PROCUREMENT PROCESS

PROGRESSIVE DESIGN BUILDS

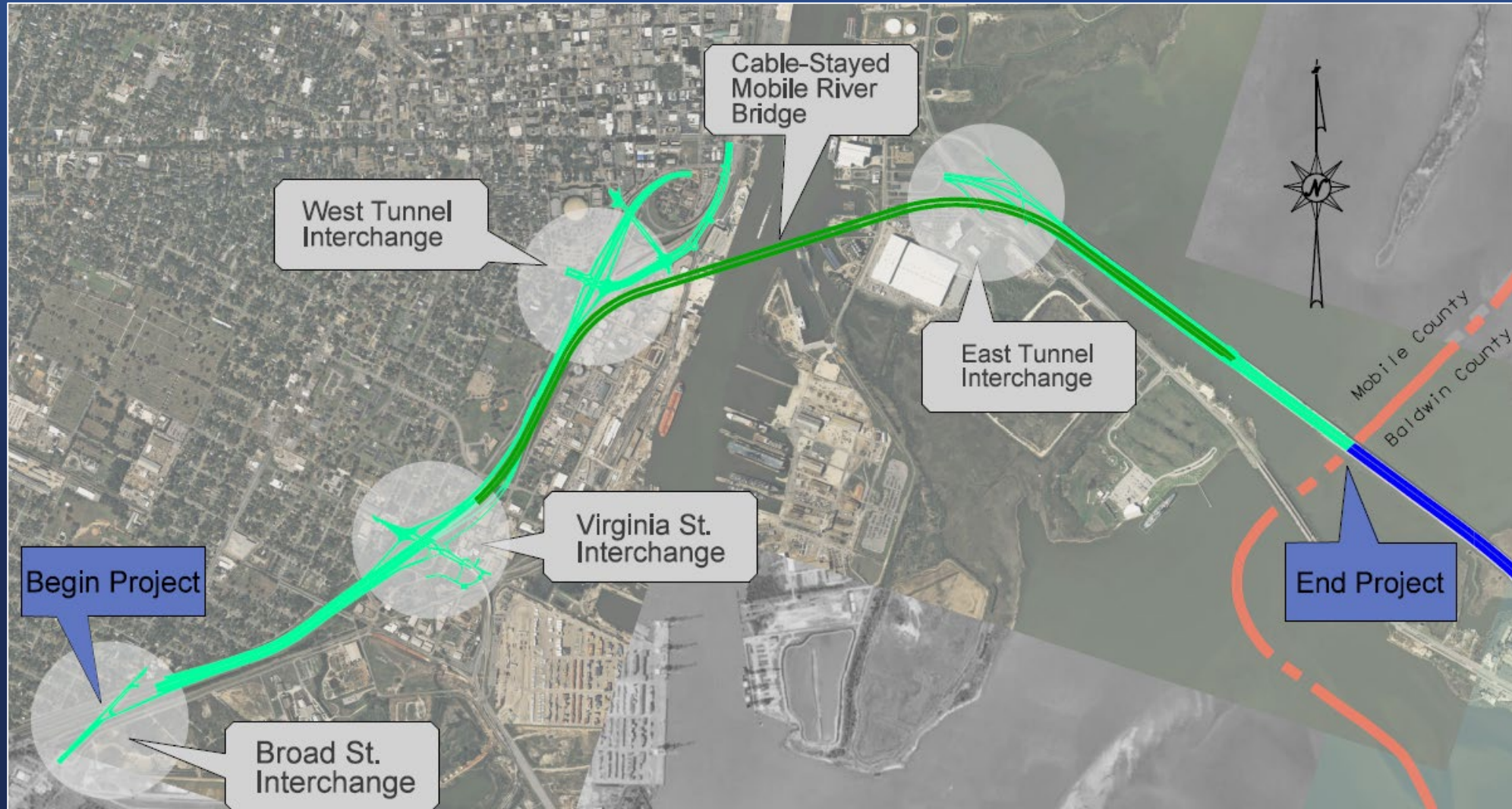
Project split into two progressive design build procurements constructed concurrently:

1. **Main Span Cable-Stayed Bridge** and interchanges from Broad Street to the Mobile/Baldwin County line
2. **Bayway** and Interchanges from Mobile/Baldwin County line to east of the Eastern Shore Interchange

PROGRESSIVE DESIGN BUILDS



PROJECT 1 – MOBILE RIVER BRIDGE

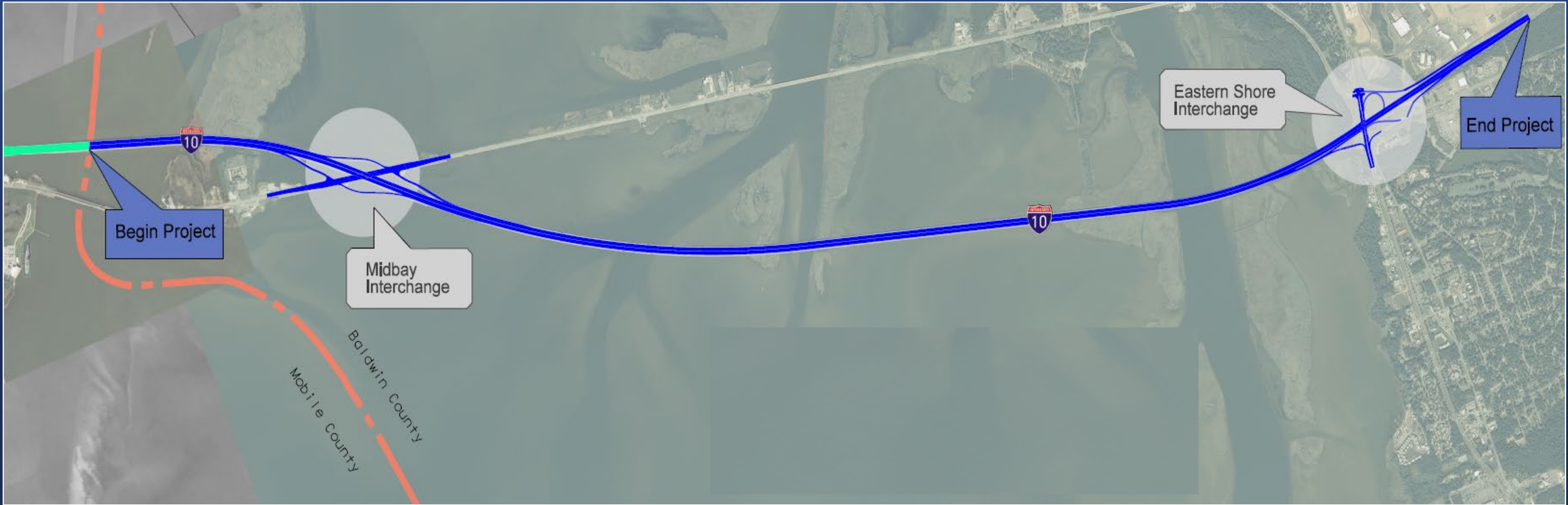


PROJECT 1 TIMELINE

Project 1: Main Span

Industry Forum	August 16, 2022
Final RFQ/RFP Release	September 1, 2022
Proposal Due Date	December 1, 2022
Shortlisted Team Interviews	January 10-12, 2023
Notification of Selected Proposer	January 20, 2023
NTP - Development	March 17, 2023
Guaranteed Max Price Finalized	December 15, 2023
NTP - Construction	February 15, 2024

PROJECT 2 – BAYWAY



PROJECT 2 TIMELINE

Project 2: Bayway	
Industry Forum	August 16, 2022
Final RFQ/RFP Release	September 1, 2022
Proposal Due Date	March 16, 2023
Shortlisted Team Interviews	April 25-27, 2023
Notification of Selected Proposer	May 5, 2023
NTP - Development	June 30, 2023
Guaranteed Max Price Finalized	April 15, 2024
NTP - Construction	June 17, 2024

ADDITIONAL INFORMATION

- ALDOT submitted under Special Experimental Project No. 14 (SEP-14) to use Progressive Design-Build project delivery. FHWA approved the SEP-14 workplan May 31, 2022
- Firms will have the opportunity to submit questions to ALDOT during the procurement period
- ALDOT will employ an Independent Cost Estimating (ICE) firm to validate pricing
- For Project 1 (Mobile River Bridge) proposers will be required to have an Independent Checking Firm to review and certify Main Span Bridge and High-Level Approach designs

KEY PERSONNEL

Project Manager	Lead Geotechnical Engineer
Design Manager	Construction Manager, Foundations
Construction Manager	Roadway Construction Lead
Lead Roadway Engineer	Bridge Construction Lead
Lead Bridge Engineer	Lead Independent Check Engineer
Lead MOT Engineer	Independent Quality Manager

Draft RFQ/RFP describes minimum qualifications of Key Personnel as well as additional personnel requirements

EVALUATIONS / INTERVIEWS

Evaluation Method

- Review of each submittal for responsiveness and pass/fail criteria
- Review and qualitative evaluation of submittal
- Establishment of shortlist
- Interviews with shortlisted teams
- Determination of overall ranking

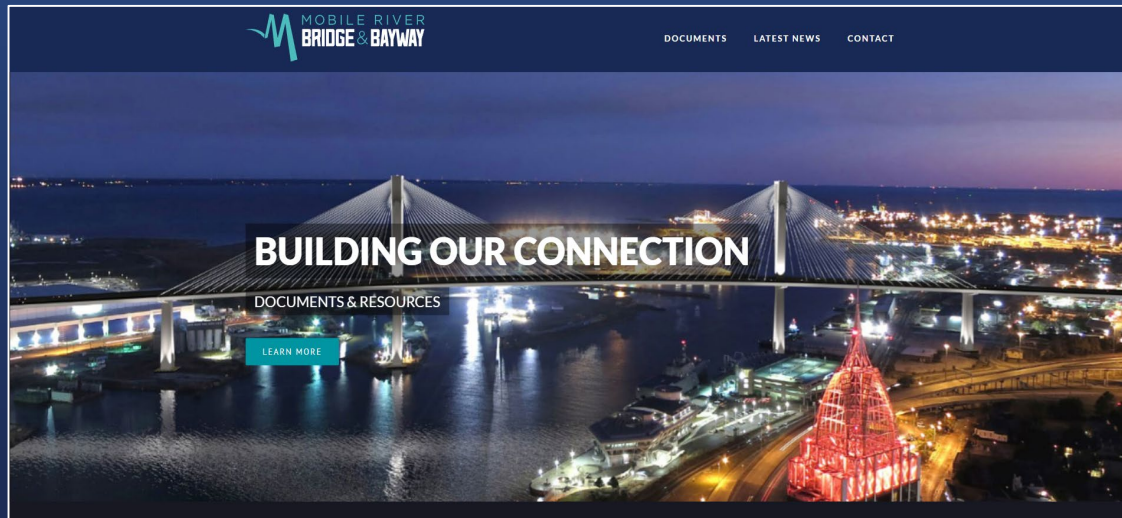
Interviews

- Discussion of team qualifications and experience, project understanding and approach to meeting ALDOT's goals, innovative ideas, risk management, and quality management

ADDITIONAL DOCUMENTS

- **Reference Information Documents**
 - Preliminary plan, Geotech information, ROW map, IMR, etc.
 - Proposing teams will have access to the RIDs
- **Technical Provisions and Attachments**
 - Outlines specifics of what will be built in each contract
 - Drafts will be released in the coming months
- **Draft Design-Build Agreement (DBA)**
 - To be released in the coming months

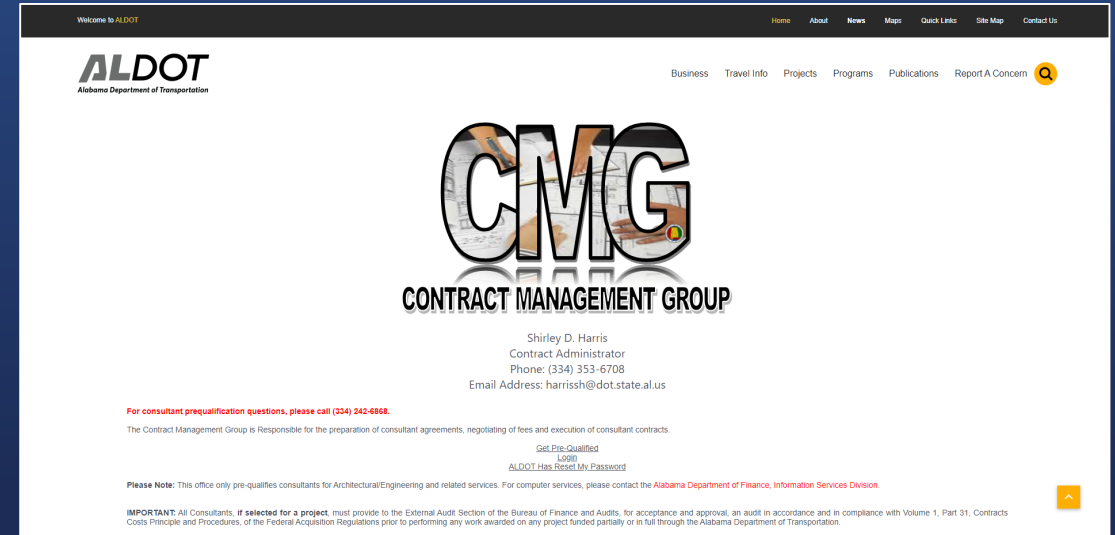
ADDITIONAL INFORMATION



Project Website

www.mobileriverbridge.com

MRBBprocurement@dot.state.al.us



Get Pre-Qualified

<https://cpmsapps.dot.state.al.us/ConsultantManagement>



THANK YOU

